

INFORMATION REPORT

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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- (d) Theory of flying (review)
- (e) Aircraft instruments
- (f) Construction of aircraft, gliders and sailplanes
- (g) Types of aircraft engines, their construction and maintenance
- (h) Navigation
- (i) Meteorology
- (j) Theory of advanced flying
- (k) Aviation hygiene and first aid
- (l) Physics and mathematics
- (m) Theory of parachute jumping
- (n) In the latter part of April, all students were required to pass an oral and written examination on the theory of flight.

The primary flying training lasted from May until August. All student pilots and pilot instructors were moved to Lisiekaty field (5331N-1851E) near Grudziadz (5329N-1846E). The entire four month flying-training program was performed only in sailplanes. In September, all student pilots were assigned to the various Polish Air League glider and sailplane schools for one month of practical training as assistant flying instructors. In October, they returned to Bielsko/Aleksandrowice Airfield for further training in sailplane aerobatics, glider towing and power aircraft training. This training lasted from October to December and was divided into the following three phases:

- Phase 1: Elementary flying in CSS-13 and Piper Cubs. Twenty-five hours of flying time constituted the minimum time for Phase 1
- Phase 2: Basic aerobatics, navigation and glider towing
- Phase 3: Advanced aerobatics; instrument, night and formation flying

Final examination on the theory of flight was given in December. Any student could be eliminated from this school for failing the examinations on the theory of flight and, in particular, on the political subjects. Graduates of this school were awarded pilot instructors certificates, bearing the approval of the Chief Pilot Instructor and the Chief of the Training Section, Air League Headquarters, Major (fnu) Tomaszewski. Upon the completion of training at this school, graduates were assigned to various aero clubs and glider schools as assistant instructors. Depending on their individual abilities, they were elevated to the position of regular instructors after one or two years of experience.

5. Types of Glider and Sailplane Pilot-Instructor Certificates:

"A" Category: bearer was authorized to instruct advance glider training.

"B" Category: bearer was authorized to instruct advance glider training.

Silver "C" Category: bearer was authorized to instruct primary and advanced sailplane training.

Golden "C" Category: bearer was authorized to instruct advanced flying in sailplanes. The Golden "C" certificate holder usually was required to have a minimum of ten years flying experience, as well as the Silver "C" certificate.

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6. Types of Glider and Sailplane Pilot Certificates:

"A" Category: for flying primary gliders

"B" Category: for flying primary and advance gliders

Silver "C" Category: bearer was authorized to fly gliders and sailplanes. To qualify for this certificate, the pilot was required to complete a minimum of 100 kilometers of cross-country flying in a sailplane, to reach 1,000 meters, and to complete a flight of five hours duration.

Golden "C" Category: bearer was required to complete 300 kilometers of cross-country flying, to reach 3,000 meters, and to complete a flight of 15 hours duration.

Golden "C" Category with diamonds: pilot was required to complete 500 kilometers of cross-country flying and to reach the altitude of 5,000 meters.

7. The following points refer to my memory chart of the organization of the Central Pilot Instructors School at the Bielsko/Aleksandrowice Airfield:
Enclosure (A)

- (a) School Commandant: Captain Stanislaw Fedyszyn, former Polish Army Political Officer
- (b) Deputy to Commandant for Political Affairs: Lt. Jan Nowak, former Polish Army Political Officer. Responsible for political indoctrination program at the school.
- (c) Administrative Section: Jan Bylica was in charge. Two civilian clerks were also employed in this section.
- (d) The Finance Section was under the direction of Mr. (fnu) Strzelina.
- (e) The Food, Clothing and Billeting Section: the name of the person in charge is unknown. There were also three cooks, two drivers and one store keeper employed in this section.
- (f) The Director of the Academic Section: Professor Wlodzimierz Human.
- (g) Chief Pilot Instructor: Jerzy Derkowski.
- (h) Assistant Pilot Instructors: I am able to recall only a (fnu) Rakowski.
- (i) Aerodynamics Section: Engineer Wlodzimierz Nowakowski.
- (j) Theory of Flying Section: Engineer Tadeusz Kostia.
- (k) Glider, Sailplane and Aircraft Construction Section: Engineer Jozef Niespal.
- (l) Aircraft Engine Construction and Maintenance Section: Engineer Roman Zatwarnicki.
- (m) Aircraft Instruments Section: Engineer Justyn Sandauer.
- (n) Elementary Navigation Section: Piotr Mynarski.
- (o) Physics and Mathematics Section: Engineer Piotr Mynarski.
- (p) Aviation Hygiene and First Aid Section: Dr. Wladyslaw Dulawa.
- (q) Meteorology Section: Wladyslaw Parczewski.
- (r) Psychology Section: Professor Wladyslaw Human.
- (s) Theory of High Performance Flying Section: Adam Zientek.
- (t) Theory of Parachute Drill Service Section: Adam Zientek.

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Enclosure (A): Organizational chart of the Central Pilot Instructors School, Bielsko/Aleksandrowice Airfield, Poland

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ENCLOSURE (A)

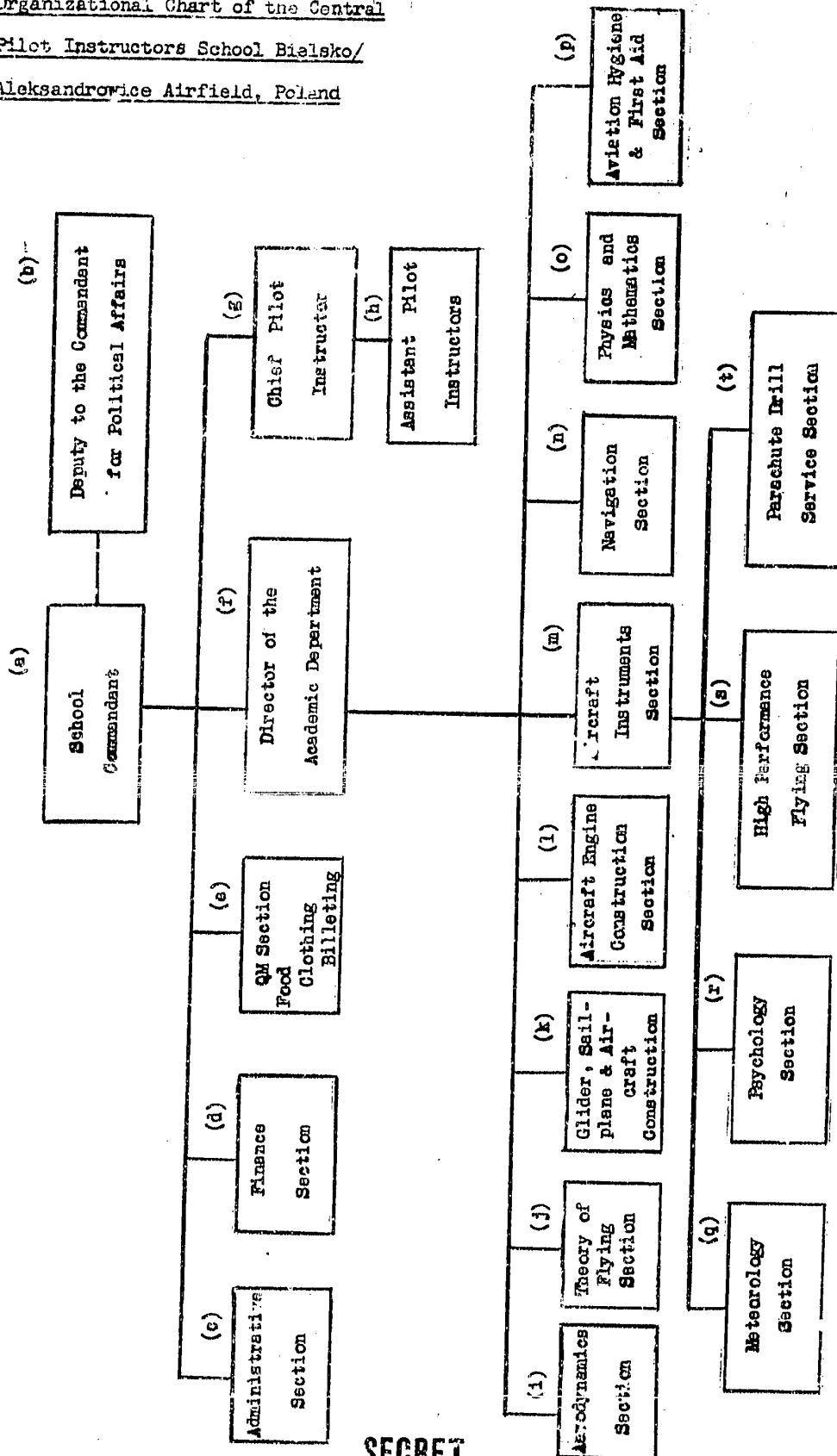
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Organizational Chart of the CentralPilot Instructors School Bielsko/Aleksandrowice Airfield, Poland

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